



Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- Access not appropriate anywhere in this section
- Trail users can use Marymoor and Lake Sammamish Park access
- What about people east of trail right-of-way? There's no appropriate access for them either

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- No amenities

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- Parking not appropriate in this section of trail
- "No Parking" signs necessary—restrictions need to be enforced

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- Trail should not bisect private property
- Blind crossings at private driveways are big safety concern—move trail to east side of street
- Steep grades in this section make crossing points dangerous
- East side alignment on E. Lake Sammamish Place SE needs to be addressed—trail would cross high traffic area

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Trail users must stop for vehicles
- Concerns about stacking room because often times multiple homes share one driveway

The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- Amenities not appropriate in this section
- No benches or anything that would encourage loitering



Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- None in this section of trail

What special considerations should be given to locating amenities along this section of the trail?

- No restrooms in this section—grinder sewage system couldn't handle it

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- If trail is aligned along rail bed, participants don't want ANY users
- Pedestrians and other non-motorized activities would be appropriate if trail were on E. Lake Sammamish Parkway or Place SE
- No horses at all!

Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- Reference the "Bill Haro Plan"

To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Privacy and security are big concerns!
- Concerns about public gaining access to private beaches, docks and yards
- Fencing would be required, creating a tunnel effect—if trail were on E. Lake Sammamish Parkway/Place SE, fencing wouldn't be necessary
- Widen edge treatments wherever possible to increase buffer against noise
- One-way operation with careful consideration—see the "Bill Haro Plan"
- Create separation between trail users and vehicles
- Need to consider sensitive areas along trail right-of-way—duck mating areas, wetlands, eagles and deer



Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Trail alignment on right-of-way is not acceptable! Trail runs through private backyards and within a few feet of homes—move the trail!
- Move trail to E. Lake Sammamish Parkway or E. Lake Sammamish Place SE—there's the advantage of emergency vehicle access
- People would be driving on trail for a distance if trail was on rail bed, so move trail to E. Lake Sammamish Parkway or Place SE
- No visibility for one mile along the trail below E. Lake Sammamish Place SE—visibility would be better up on E. Lake Sammamish Parkway or Place SE
- No lighting on rail bed, so move trail up to E. Lake Sammamish Parkway or Place SE

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class 1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- None noted

General Comments

- City of Sammamish should be lead agency for EIS and SEPA processes—this can't be emphasized enough!
- Liability is big concern, especially if trail is aligned along rail bed where it bisects properties
- Who's responsible for maintenance along trail? How often will it occur? Who pays for it?
- Where would maintenance vehicles access the trail if it were on the rail bed?
- Will night patrol be available along the trail?
- How will speed limit be enforced on trail?
- Who will enforce parking restrictions?
- Interim Plan is illegal according to the RCW
- King County should follow the "Cottingham Study"